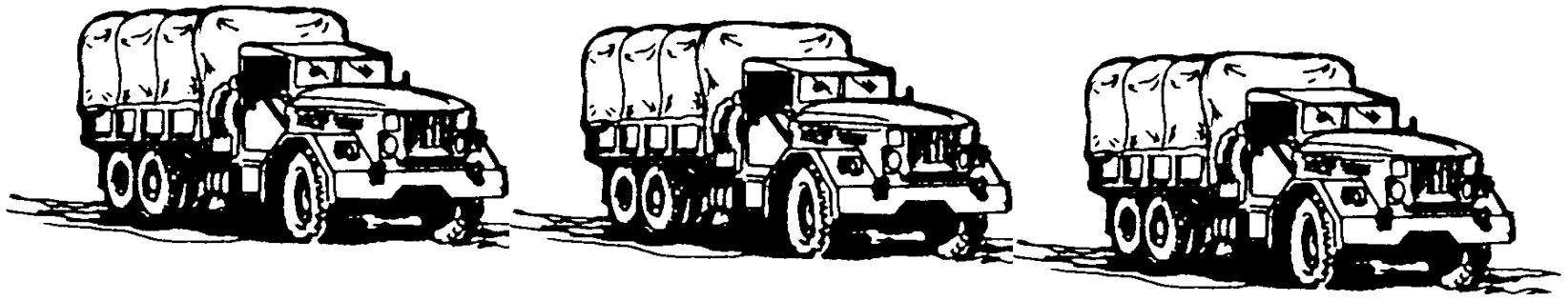
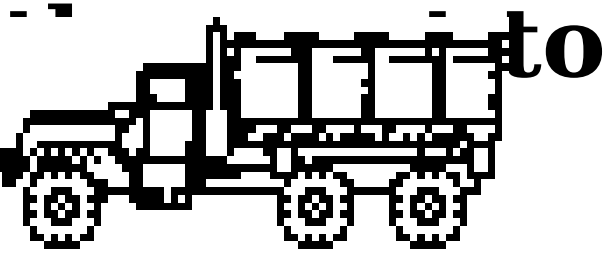
CONVOY SAFETY



CONVOY SAFETY

In the past 2 years, 84 Army Motor Vehicle (AMV) convoy accidents were reported to the U.S. Army Safety Center. These accidents resulted in 13 fatalities, 83 injuries, and property damage wi[illegible] to the Army of $4.6

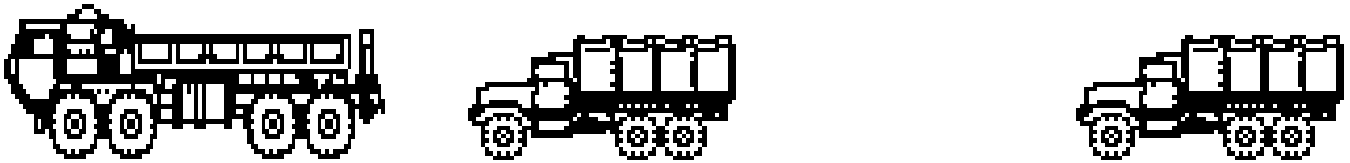


TOP THREE ACCIDENT CAUSES

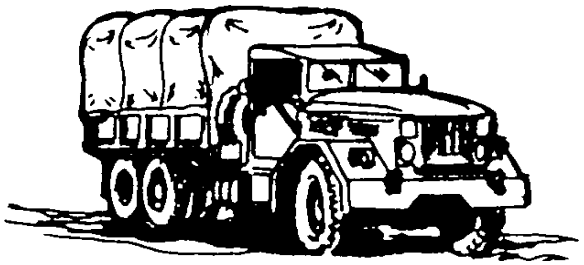
FOLLOWING TOO CLOSE

SPEEDING

FATIGUE



STANDARDS



AR 55-29

AR 385-55

AR 600-55

UR 55-1

UR 385-55

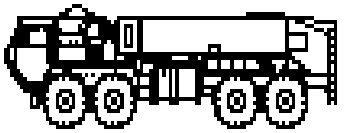
AE PAM 385-15

FM 21-305

FM 55-30

RESPONSIBILITIES

UNIT COMMANDERS:



- **Ensure risk management is applied to convoy operations.**
- **Carefully select and thoroughly brief convoy commanders on their duties and responsibilities.**
- **Ensure battalion-level driver training is IAW AR 600-55 and UR Suppl 1 to AR 600-55.**
- **Ensure unit SOP specifically addresses duties and responsibilities of drivers, assistant drivers, and senior occupants.**
- **Enforce safety belt use in vehicles equipped with seat belts.**

RESPONSIBILITIES

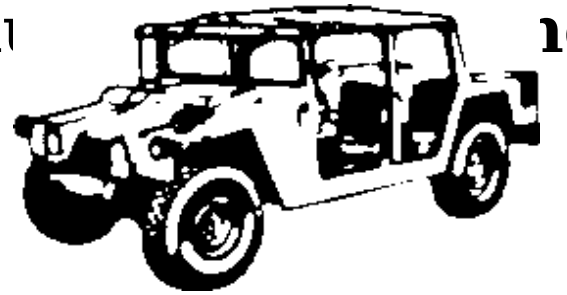
CONVOY COMMANDERS:

- **Have knowledge of all restrictions required by Ground Precautionary Messages, Safety of Use Messages, Safety Alert Messages, etc., for vehicles in the convoy.**
- **Ensure that special attention is placed on seatbelt use.**
- **Ensure rest stops are used and maximum driving times are IAW AE Pam 385-15.**
- **Ensure troops are briefed on convoy speeds, catch-up speed, following distance, etc.**

RESPONSIBILITIES

SERIAL OR MARCH UNIT COMMANDERS :

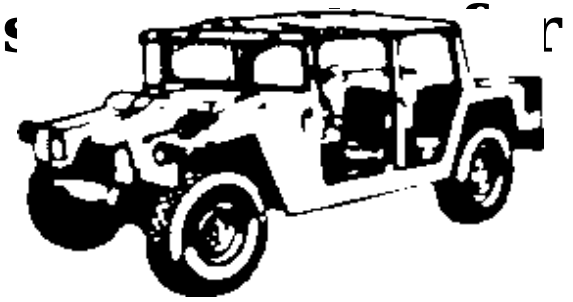
- **Maintain positive control of convoy serial or march unit at all times.**
- **Be in a position where they can best control their convoy element.**
- **Supervise the operation of the serial or march unit and ensure break downs and other emergency proced[illegible]nded to properly.**



RESPONSIBILITIES

DRIVER AND ASSISTANCE DRIVER:

- **Have knowledge of all restrictions required by Ground Precautionary Messages, Safety of Use Messages, Safety Alert Mes[illegible] their vehicle.**



- **Use seat belts at all times.**
- **Use rest stops to stretch and relax.**
- **Use only the briefed convoy speed, catch-up speed, and following distances.**
- **Follow all directions given by convoy and serial commanders.**
- **Respond to emergency situations as**

RESPONSIBILITIES

SENIOR OCCUPANT:

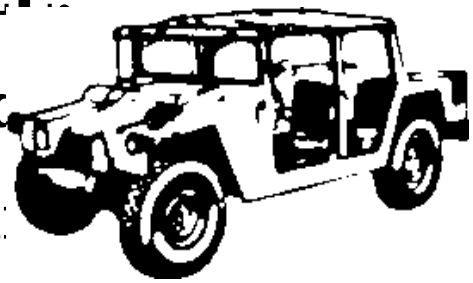
- **Have knowledge of all restrictions required by Ground Precautionary Messages, Safety of Use Messages, Safety Alert Messages, etc., for vehicles in the convoy.**
- **Ensure seat belts are used at all times.**
- **Ensure rest stops are used and maximum driving times are IAW UR 385-55. If driver is tired take action to replace him or her.**
- **Ensure driver operates vehicle at the authorized convoy speed, catch-up speed, and following distance.**
- **Ensure driver does not violate traffic laws**

CONVOY STANDARDS

- **Identify each march column with convoy flags (unless prohibited by host nation) IAW UR 55-1.**
- **All tracked vehicles in a convoy will have Rotating Amber Warning Lights (RAWLs) installed. If a tracked vehicle is travelling alone with an escort, the RAWL must be turned on.**
- **Clean lights, reflectors, reflective tape and delineator plates.**
- **Convoy must use right lane when traveling on Autobahn.**
- **Comply with inclement weather road condition standards (UR 385-55)**

CONVOY STANDARDS

LEAD ESCORT VEHICLE (LEV) WILL:

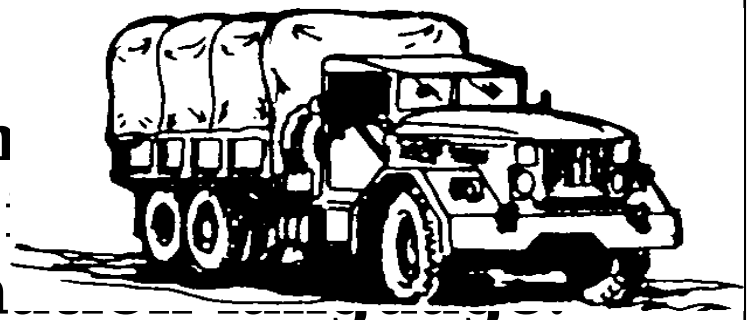


- **Be designated by convoy commanc**
- **Have a RAWLs on at all times duri**
- **Set and maintain pace established by the convoy commander.**
- **Check the time at start point, critical point, checkpoints, and release point.**
- **Advise the convoy commander of any obstacles or road hazards that may cause a deviation from established route.**
- **Slow the convoy speed in preparation for exits, highway/autobahn entrances and tunnels.**
- **Will display a sign with the words “Convoy**

CONVOY STANDARDS

TRAIL ESCORT VEHICLE (LEV) WILL:

- **Be designated by convoy commander**
- **Must be a 2 1/2 ton or larger vehicle.**
- **Must not transport personnel or hazardous material.**
- **Must not haul a trailer.**
- **Must have a RAWLs installed and used at all times during convoy.**
- **Will display a sign with th**
  “Convoy Ahead”
  host n



CONVOY STANDARDS

- **All vehicles in convoy will adhere to the vehicle interval requirements to provide adequate space for passing vehicles.**
- **Space between vehicles in an open-column march unit will be at least 100 meter interval on autobahns and 50 meter interval on secondary roads (excluding congested areas).**
- **When approaching congested areas march units will reduce speed and vehicle intervals. Interval space will be 25 meters.**
- **Follow speed limits identified in AE Pam 385-15. Special emphasis must be put on the M939 Series 5-ton truck maximum speed**

PREOPERATION REQUIREMENTS

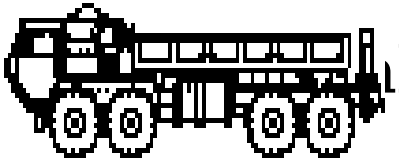
CONVOY AND SERIAL COMMANDERS WILL:

- **Review the operating standards in USAREUR Reg 55-1.**
- **Conduct risk management of the convoy.**
- **Identify hazards along the march route. A physical reconnaissance of the march route should be conducted.**
- **Prepare and distribute convoy strip maps to each driver during the pre-mission briefing.**
- **Limit march units to 25 vehicles and march serials to no more than 5 march units (under normal circumstances).**

PREOPERATION CHECKS

CONVOY AND SERIAL COMMANDER WILL ENSURE:

- **Drivers are aware of any restrictions required by special permits (e.g., hazardous cargo and special hauling permits).**
- **Drivers and assistant drivers hold valid OF-346.**

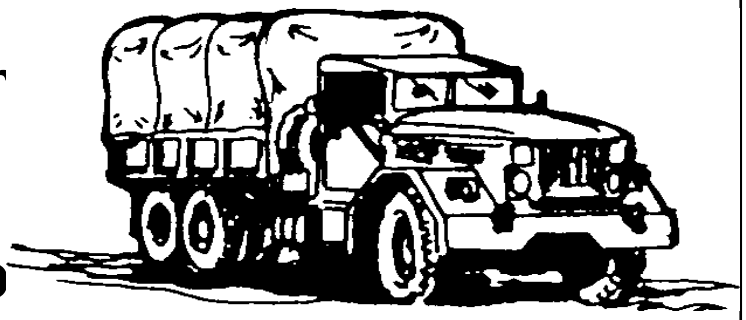


- **Radio checks are completed.**
- **Each vehicle has a strip map.**
- **A safety briefing is given to all participants, should be done as part of the pre-mission brief.**

PREOPERATIONAL CHECKS

CONVOY AND SERIAL COMMANDER WILL ENSURE:

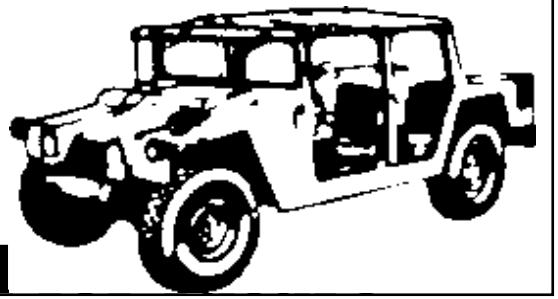
- **Intervals have been discussed.**
- **Safety equipment (RAWLs, first aid kits, and warning triangles) is present for each vehicle IAW AR and UR 385-55.**
- **Convoy signs are placed on the lead and trail vehicles.**
- **Required security measur implemented.**
- **Hazards or threats have b along the route.**



POST OPERATIONAL CHECKS

CONVOY AND SERIAL COMMANDER WILL ENSURE:

- **Ensure all vehicles and personnel are accounted for.**
- **Ensure all accidents no matter how minor have been reported to the chain of command.**
- **Debrief drivers to identify hazards identified during convoy and report them to the convoy control center and chain of command.**
- **Identify weak drivers who may additional training.**
- **Make notes for lessons learned convoys with this unit.**



SUMMARY

- **Convoys that are conducted to standard normally involve less risk.**
- **Leaders should take steps now to ensure drivers training and vehicle maintenance are to standard.**
- **Good risk management can identify most hazards and leaders can take steps to reduce or eliminate those hazards.**
- **Since many accidents involve speeding, following too close and fatigue it is best to focus efforts to reduce these causes.**
- **Preoperational checks can identify last minute issues that can create hazards.**